



Certified Recommendation of the City of Raleigh Planning Commission

SUBJECT: Six Forks Road Corridor Study and CP-5-17 / Amendments to the 2030 Comprehensive Plan to reflect recommendations of the study

REQUEST: The proposed changes would amend maps LU-3, T-1, and AP-1 and incorporate a new area plan into the 2030 Comprehensive Plan.

RECOMMENDATION:

**FINDINGS AND
REASONS:**

The Six Forks Road Corridor Study report is available online, at <http://www.raleighnc.gov/business/content/PlanDev/Articles/UrbanDesign/SixForksCorridorStudy.html>

To PC: 10/26/17
Case History:

To CC:

City Council Status: _____

Staff Coordinator: Carter Pettibone: (919) 996-4643; carter.pettibone@raleighnc.gov

Motion:
Second:
In Favor:

Opposed:
Excused:

This document is a true and accurate statement of the findings and recommendations of the Planning Commission.

Signatures: (Planning Director) (PC Chair)

Date:

Date:

Staff Report – CP-5A-17

Comprehensive Plan Amendment

Map LU-3 Future Land Use Amendment

This is a City-initiated amendment for 9 parcels to change designations on Map LU-3 Future Land Use to reflect recommendations of the Six Forks Road Corridor Study. The subject properties are generally located north of Interstate-440 in the Six Forks Road Corridor. The following changes to MAP LU-3 Future Land Use are proposed:

1. North of Millbrook Road at the southeast corner of the intersection of Six Forks Road and Sandy Forks Road, 3 parcels are proposed to be changed from Moderate Density Residential to Office and Residential Mixed Use.

The 2030 Comprehensive Plan describes the 3 parcels' existing Future Land Use category of **Moderate Density Residential**:

This category applies to some of the city's older single family residential neighborhoods, along with newer small lot single family subdivisions and patio home developments. Other housing types including townhouses and multifamily dwellings would be consistent with this designation as long as an overall gross density not exceeding 14 units per acre was maintained. Gross density in these areas would be 6 to 14 units per acre. Corresponding zoning districts are R-6 and R-10, or RX conditioned to limit density.

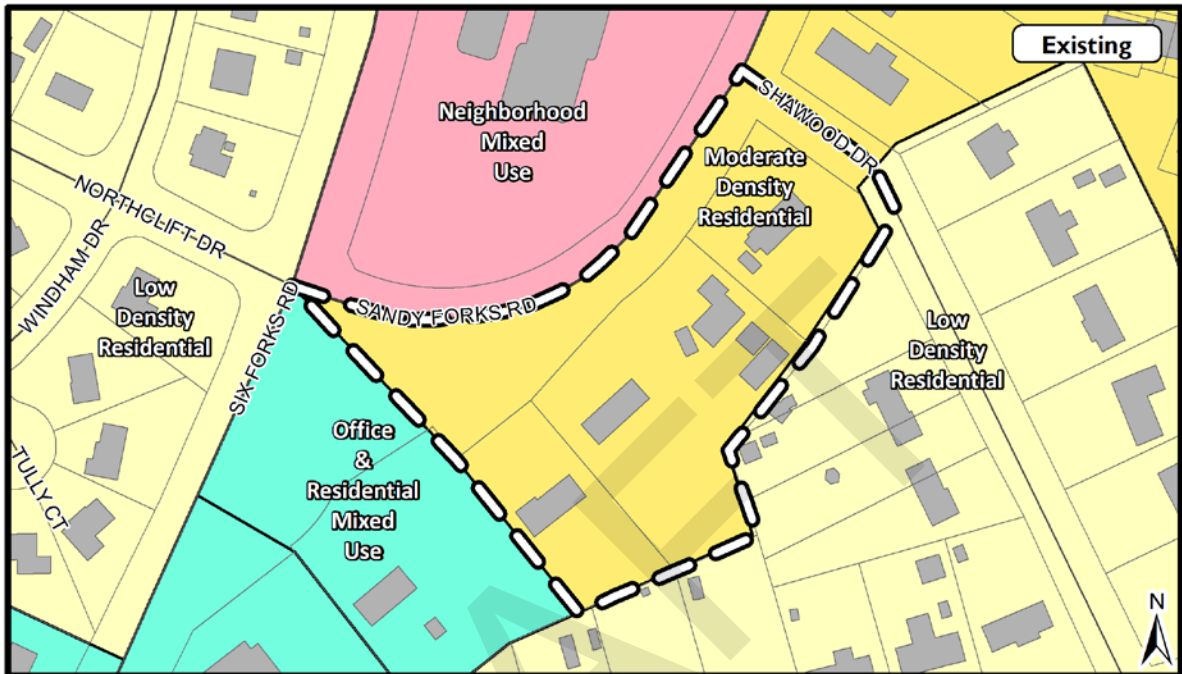
The 2030 Comprehensive Plan describes these 3 parcels' proposed Future Land Use category **Office and Residential Mixed Use**:

This category is applied primarily to frontage lots along major streets where low density residential uses are no longer appropriate, as well as office parks and developments suitable for a more mixed-use development pattern. This category encourages a mix of residential and office use. Retail not ancillary to employment and/or residential uses is discouraged so that retail can be more appropriately clustered and concentrated in retail and mixed-use centers at major intersections and planned transit stations. OX is the closest corresponding zoning district. Higher-impact uses such as hotels and hospitals are not contemplated or recommended in this land use category except as limited uses in appropriate locations. Heights would generally be limited to four stories when near neighborhoods, with additional height allowed for larger sites and locations along major corridors where adjacent uses would not be adversely impacted.

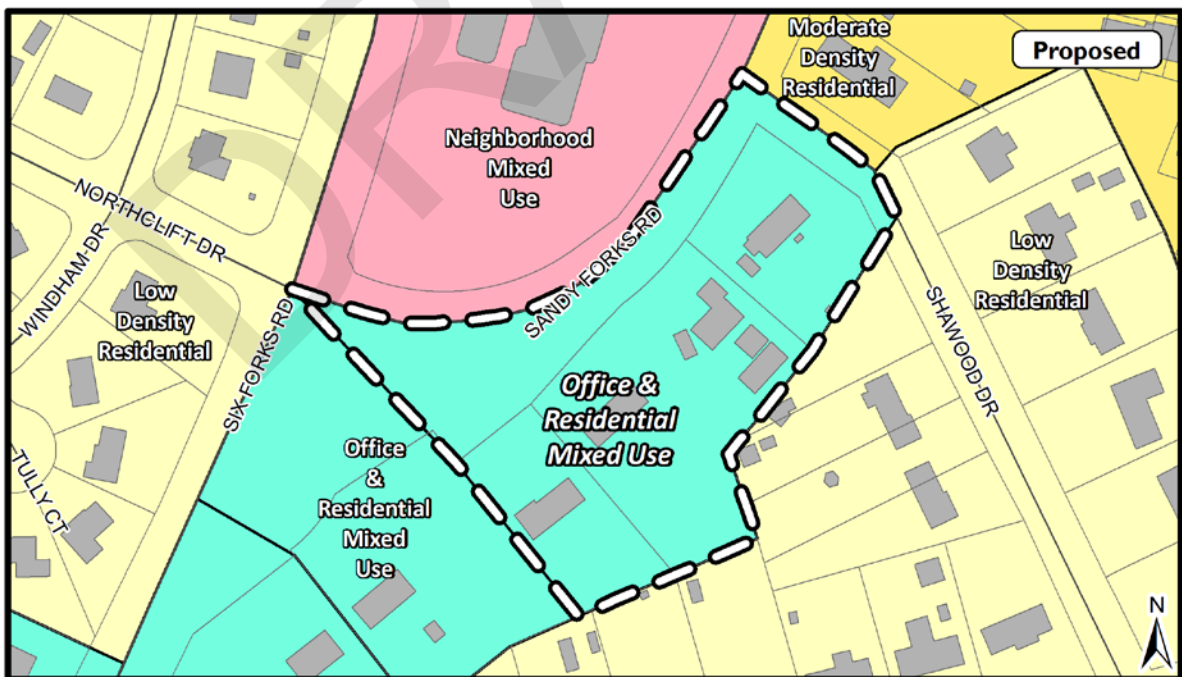
Map follows on next page.

Proposal to Amend the Future Land Use Map

Existing Designation: Moderate Density Residential



Proposed Designation: Office & Residential Mixed Use



2. On the north and south sides of Millbrook Road east of Six Forks Road 2 lots are proposed to be changed from Low Density Residential and Moderate Density Residential to Medium Density Residential.

The 2030 Comprehensive Plan describes these 2 parcels' existing Future Land Use categories of **Low Density Residential**:

This category encompasses most of Raleigh's single family detached residential neighborhoods, corresponding roughly to the R-2, R-4, and R-6 zoning districts (but excluding parks within these districts). It also identifies vacant or agricultural lands—in the city and in the county—where single family residential use is planned over the next 20 years. Smaller lots, townhouses and multifamily dwellings would only be appropriate as part of a conservation subdivision resulting in a significant open space set-aside. As defined in the zoning regulations, manufactured home parks could also be appropriate in this land use category.

And **Moderate Density Residential**:

This category applies to some of the city's older single family residential neighborhoods, along with newer small lot single family subdivisions and patio home developments. Other housing types including townhouses and multifamily dwellings would be consistent with this designation as long as an overall gross density not exceeding 14 units per acre was maintained. Gross density in these areas would be 6 to 14 units per acre. Corresponding zoning districts are R-6 and R-10, or RX conditioned to limit density.

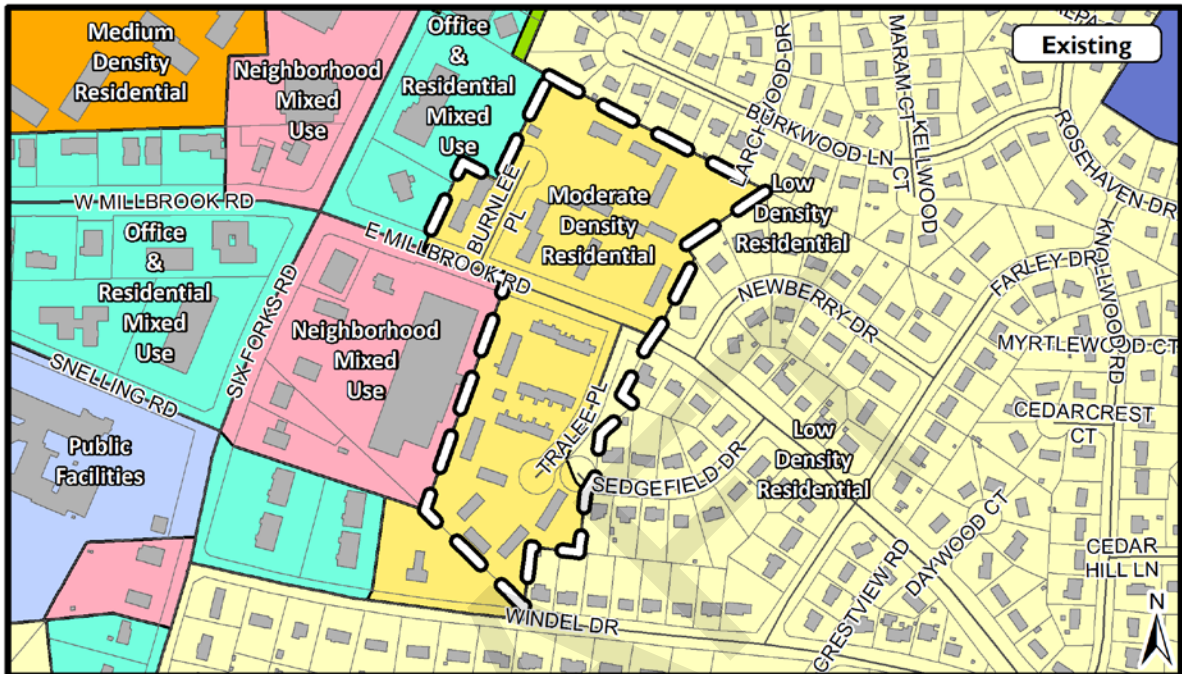
The 2030 Comprehensive Plan describes these 2 parcels' proposed Future Land Use category of **Medium Density Residential**:

This category applies to garden apartments, townhomes, condominiums, and suburban style apartment complexes. It would also apply to older neighborhoods with a mix of single-family and multi-family housing. RX zoning with a three or four story height limit is appropriate for these areas.

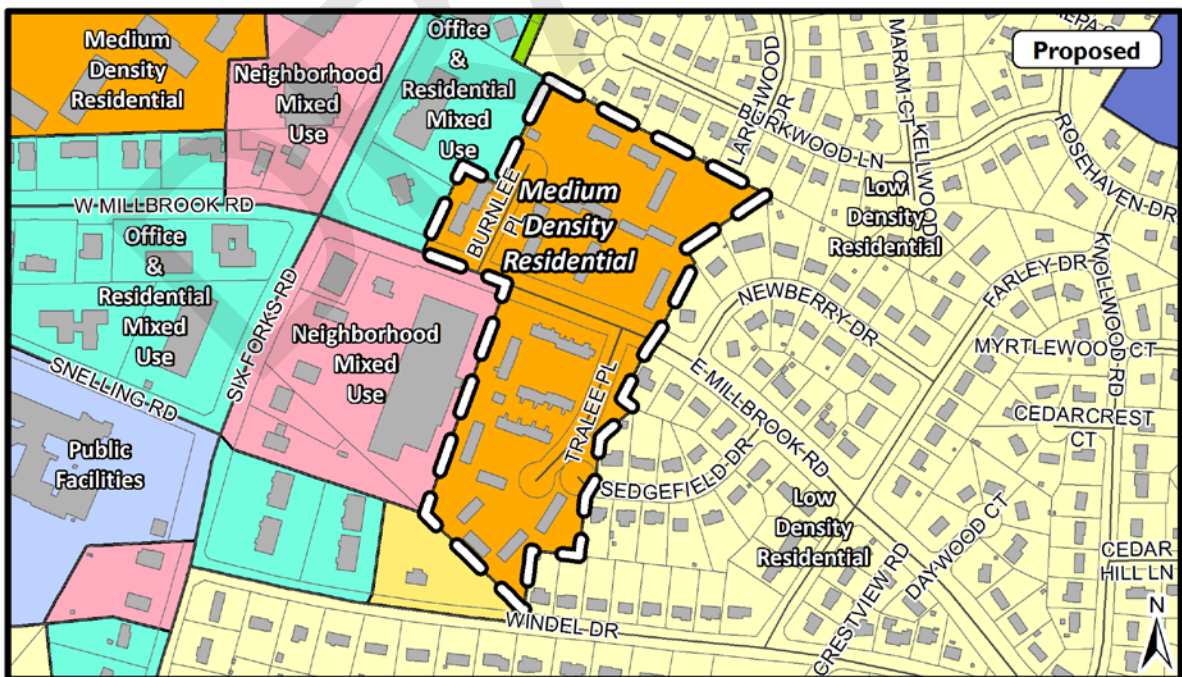
Map follows on next page.

Proposal to Amend the Future Land Use Map

Existing Designation: Moderate & Low Density Residential



Proposed Designation: Medium Density Residential



3. On the east side of Six Forks Road south of Windel Drive 4 parcels of Low Density Residential are proposed to be changed to Office and Residential Mixed Use.

The 2030 Comprehensive Plan describes these 4 parcels' existing Future Land Use categories of **Low Density Residential**:

This category encompasses most of Raleigh's single family detached residential neighborhoods, corresponding roughly to the R-2, R-4, and R-6 zoning districts (but excluding parks within these districts). It also identifies vacant or agricultural lands—in the city and in the county—where single family residential use is planned over the next 20 years. Smaller lots, townhouses and multifamily dwellings would only be appropriate as part of a conservation subdivision resulting in a significant open space set-aside. As defined in the zoning regulations, manufactured home parks could also be appropriate in this land use category.

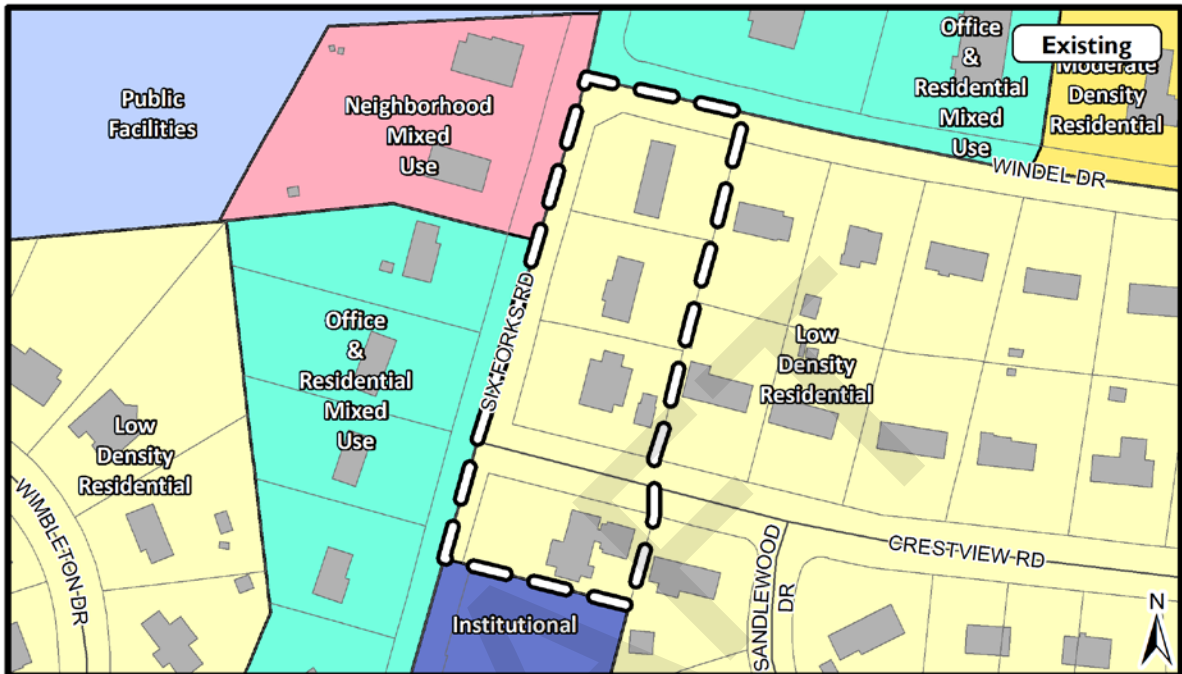
The 2030 Comprehensive Plan describes these 4 parcels' proposed Future Land Use category **Office and Residential Mixed Use**:

This category is applied primarily to frontage lots along major streets where low density residential uses are no longer appropriate, as well as office parks and developments suitable for a more mixed-use development pattern. This category encourages a mix of residential and office use. Retail not ancillary to employment and/or residential uses is discouraged so that retail can be more appropriately clustered and concentrated in retail and mixed-use centers at major intersections and planned transit stations. OX is the closest corresponding zoning district. Higher-impact uses such as hotels and hospitals are not contemplated or recommended in this land use category except as limited uses in appropriate locations. Heights would generally be limited to four stories when near neighborhoods, with additional height allowed for larger sites and locations along major corridors where adjacent uses would not be adversely impacted.

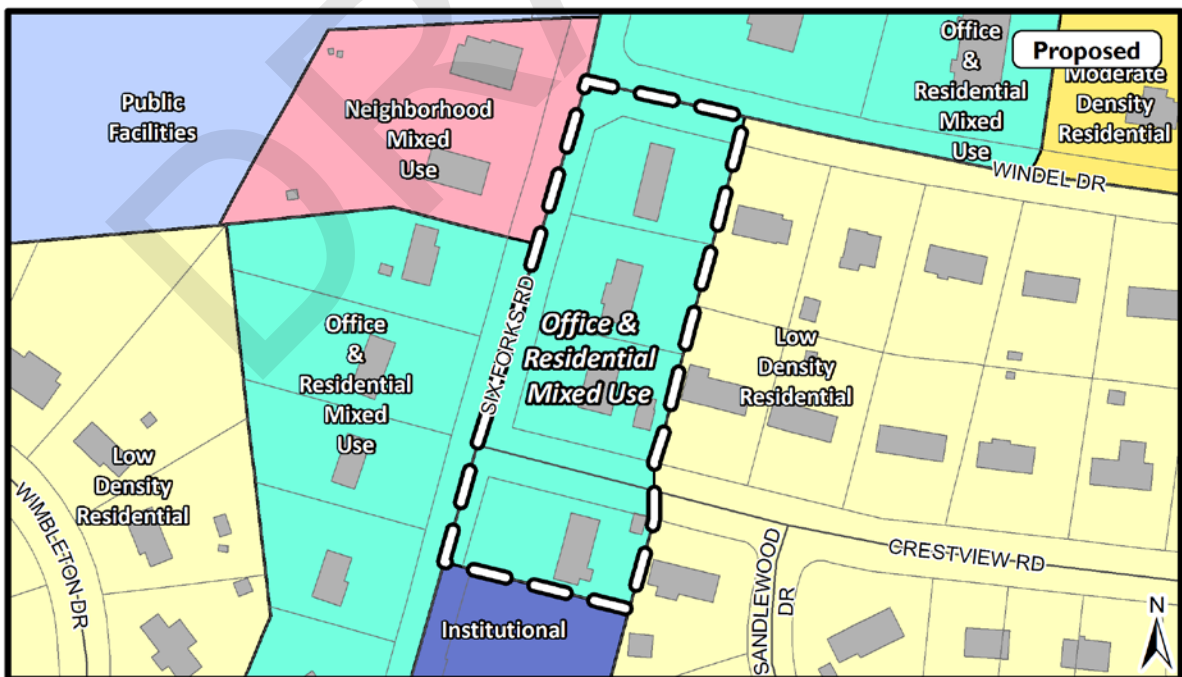
Map follows on next page.

Proposal to Amend the Future Land Use Map

Existing Designation: Low Density Residential



Proposed Designation: Office & Residential Mixed Use



CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER'S REVIEW AND RECOMMENDATION:

The following list of considerations for the Planning and Development Officer's review and recommendations regarding a proposed Comprehensive Plan amendment are not all-inclusive. Review and recommendations of proposed Comprehensive Plan amendments may consider whether:

1. The proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact;

The proposed amendment incorporates the recommendations of the Six Forks Road Corridor Study into the 2030 Comprehensive Plan.

2. The proposed amendment is in response to changes in state law;

n/a

3. The proposed amendment constitutes a substantial benefit to the City as a whole and is not solely for the good or benefit of a particular landowner or owners at a particular point in time;

The proposed amendment better reflects the expectations of the community and provides greater clarity and certainty about the future use of these properties.

4. The proposed amendment is consistent with other identified Plan policies and adopted area plans;

The proposed amendment is consistent with the following relevant Comprehensive Plan and area plan policies:

Policy LU 1.1 – Future Land Use Map Purpose

The Future Land Use Map and associated Comprehensive Plan policies shall be used to guide zoning, ensure the efficient and predictable use of land capacity, guide growth and development, protect public and private property investments from incompatible land uses, and efficiently coordinate land use and infrastructure needs.

Policy LU 4.4 Reducing VMT Through Mixed Use

Promote mixed-use development that provides a range of services within a short distance of residences as a way to reduce the growth of vehicle miles traveled (VMT).

Policy LU 5.4 Density Transitions

Low- to medium-density residential development and/or low-impact office uses should serve as transitional densities between lower-density neighborhoods and more intensive commercial and residential uses. Where two areas designated for significantly different development intensity abut on the Future Land Use Map, the implementing zoning should ensure that the appropriate transition occurs on the site with the higher intensity.

Policy LU 5.5**Transitional and Buffer Zone Districts**

Maintain and enhance zoning districts which serve as transitional or buffer areas between residential and commercial districts and which also may contain institutional, non-profit, and office-type uses. Zoning regulations and conditions for these areas should ensure that development achieves appropriate height and density transitions, and protects neighborhood character.

Policy LU 6.2**Complementary Uses and Urban Vitality**

A complementary integration and mixture of land uses should be provided within all growth centers and mixed-use centers and developments to maintain the City's livability, manage future growth, and provide walkable and transit accessible destinations. Areas designated for mixed-use development in the Comprehensive Plan should be zoned consistent with this policy.

Policy IM 4.2**Area Study Content and Intent**

Ensure that area-specific planning studies take a form appropriate to the needs of the community and reflect citywide needs, as well as economic development policies and priorities, market conditions, implementation requirements, available staffing resources and time, and available funding. Such studies should address such topics as an existing conditions inventory, future land use recommendations, aesthetic and public space improvements, circulation improvements and transportation management, capital improvement requirements and financing strategies, the need for zoning changes or special zoning requirements, and other implementation techniques. If necessary, as a result of the findings of the area-specific plans, Comprehensive Plan amendments to the plan's text or maps should be introduced to ensure internal consistency for the areas involved.

5. The impact the proposed amendment has with regard to:

A. Established property or proposed development in the vicinity of the proposed amendment;

While changing a property's designation on the Future Land Use Map does not change existing entitlements, it does establish new policy guidance in the event of redevelopment or rezoning.

B. Existing or future land use patterns;

The intent is to alter existing and future land use patterns in the event of redevelopment or rezoning, as described in the amendment.

C. Existing or planned public services and facilities;

The proposed changes to the Future Land Use Map take into consideration planned public services and facilities.

D. Existing or planned roadways;

The proposed changes to the Future Land Use Map take into consideration existing and planned roadways.

E. The natural environment, including air, water, noise, stormwater management, wildlife and vegetation;

This area of Raleigh is already developed extensively; changes proposed here are not likely to alter the existing and forecasted impacts.

F. Other policies of the Comprehensive Plan.

No other relevant policies were identified.

STAFF RECOMMENDATION:

Approval based on the above list of considerations for the Planning and Development Officer's review.

STAFF COORDINATOR:

Carter Pettibone, carter.pettibone@raleighnc.gov, 919-996.4643



Staff Report – CP-5B-17

Six Forks Road; its intersection with Windel Drive; its intersection with Snelling Road; its intersection with Loft Lane; Millbrook Road; its intersection with Tralee Place

Comprehensive Plan Amendment

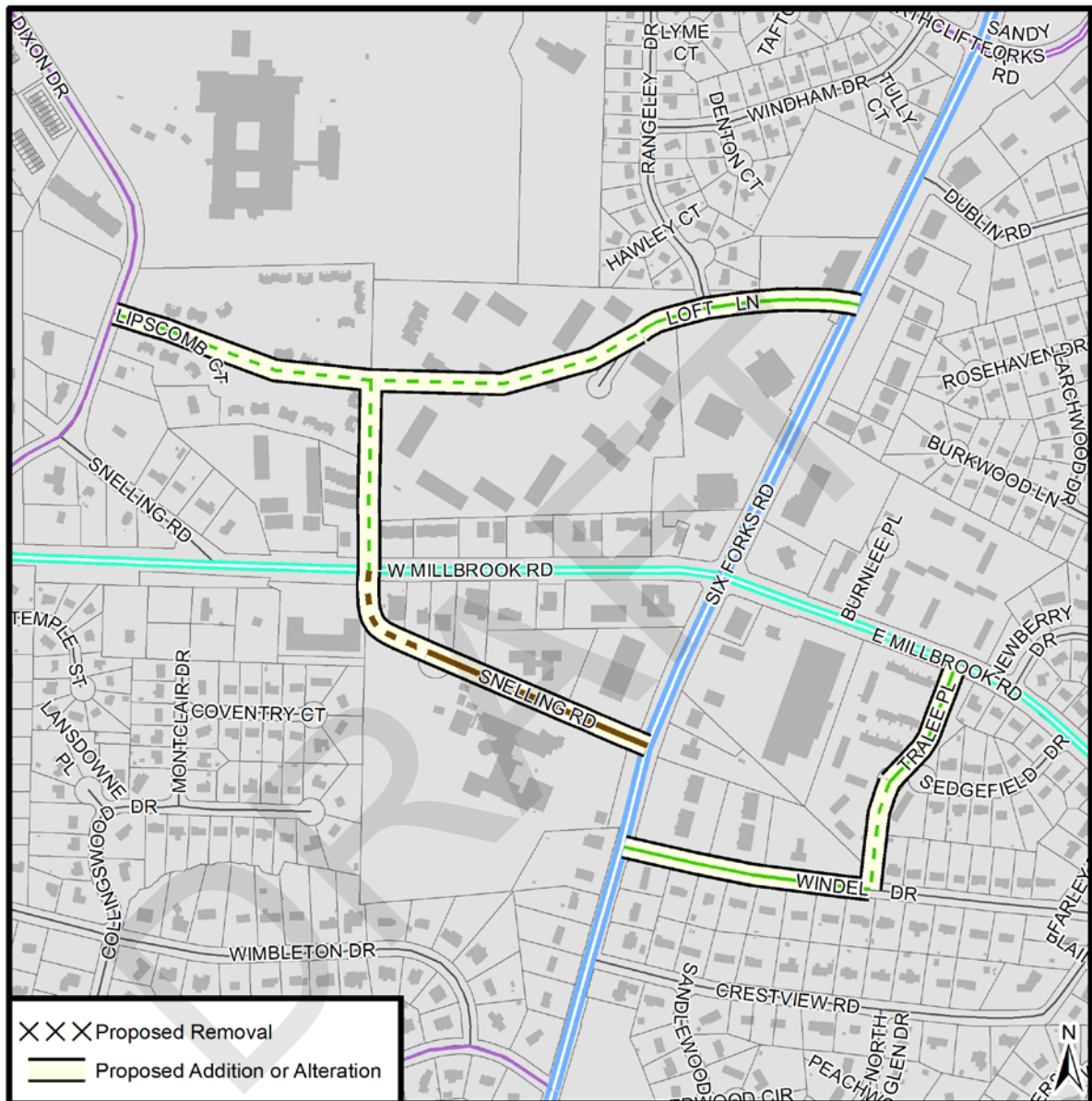
Street Plan Amendment

This is a city-initiated amendment to the Street Plan, a document within the Comprehensive Plan. The proposed amendment reflects Street Plan recommendations contained within the Six Forks Road Corridor Study.

The proposed amendment would:

- Designate Tralee Place as a Neighborhood Street
- Extend Tralee Place as a proposed Neighborhood Street to Windel Drive
- Designate Snelling Road south of Millbrook Road as a Commercial/ Industrial Street
- Extend Snelling Road from its current terminus south of Millbrook Road as a proposed Commercial/Industrial Street to Millbrook Road
- Designate a section of Loft Lane as a Neighborhood Street
- Designate a section of Lipscomb Court as a Neighborhood Street
- Extend Loft Lane as a proposed Neighborhood Street to Lipscomb Court
- Create a new street as a proposed Neighborhood Street from the proposed Loft Lane extension to Millbrook Road

Proposal to Amend the Street Plan



- Designate Tralee Pl as Neighborhood Street
- Extend Tralee Pl as Neighborhood Street Proposed to Windel Dr
- Designate Windel Dr as Neighborhood Street to Tralee Pl extension
- Designate Snelling Rd as Industrial Street
- Extend Snelling Rd to Millbrook as Industrial Street Proposed
- Designate section of Loft Ln & Lipscomb Ct as Neighborhood Street
- Connect Lipscomb & Loft with new Neighborhood Street Proposed
- Continue Snelling extension North of Millbrook to Loft Ln Extension as Neighborhood Street Proposed

CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER'S REVIEW AND RECOMMENDATION:

The following list of considerations for the Planning and Development Officer's review and recommendations regarding a proposed Comprehensive Plan amendment are not all-inclusive. Review and recommendations of proposed Comprehensive Plan amendments may consider whether:

1. The proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact;

The proposed amendment incorporates the recommendations of the Six Forks Road Corridor Study into the 2030 Comprehensive Plan.

2. The proposed amendment is in response to changes in state law;

n/a

3. The proposed amendment constitutes a substantial benefit to the City as a whole and is not solely for the good or benefit of a particular landowner or owners at a particular point in time;

The proposed amendment enhances connectivity, eliminates gaps in the roadway system, and provides a higher roadway grid density that will increase mobility options and promote the accessibility of nearby land uses.

4. The proposed amendment is consistent with other identified Plan policies and adopted area plans;

The proposed amendment is consistent with the following relevant Comprehensive Plan and area plan policies:

Policy LU 2.1 - Placemaking

Development within Raleigh's jurisdiction should strive to create places, streets, and spaces that in aggregate meet the needs of people at all stages of life, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity, and maintain or improve local character.

Policy LU 4.1 Coordinate Transportation Investments with Land Use

Ensure that transportation decisions, strategies, and investments are coordinated with and support the City's land use objectives.

Policy LU 4.5 - Connectivity

New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors.

Policy T 1.1 Coordination with Land Use Map

Transportation planning, development, expansion, and investment in transportation facilities should be coordinated with the Future Land Use Map.

Policy T 2.3 - Eliminating Gaps

Eliminate “gaps” in the roadway system and provide a higher roadway grid density that will increase mobility options and promote the accessibility of nearby land uses.

Policy T 2.4 Road Connectivity

The use of cul-de-sacs and dead-end streets should be minimized.

Policy T 2.6 - Preserving the Grid

Existing street grid networks should be preserved and extended where feasible and appropriate to increase overall connectivity.

Policy T 5.1 Enhancing Bike/Pedestrian Circulation

Enhance pedestrian and bicycle circulation, access, and safety along corridors, downtown, in activity and employment centers, at densely developed areas and transit stations, and near schools, libraries, and parks.

Policy IM 4.2 Area Study Content and Intent

Ensure that area-specific planning studies take a form appropriate to the needs of the community and reflect citywide needs, as well as economic development policies and priorities, market conditions, implementation requirements, available staffing resources and time, and available funding. Such studies should address such topics as an existing conditions inventory, future land use recommendations, aesthetic and public space improvements, circulation improvements and transportation management, capital improvement requirements and financing strategies, the need for zoning changes or special zoning requirements, and other implementation techniques. If necessary, as a result of the findings of the area-specific plans, Comprehensive Plan amendments to the plan’s text or maps should be introduced to ensure internal consistency for the areas involved.

5. The impact the proposed amendment has with regard to:**A. Established property or proposed development in the vicinity of the proposed amendment;**

The proposals will improve access to nearby properties.

B. Existing or future land use patterns;

The proposals are the result of analysis of projected roadway needs based on the Future Land Use Map and Urban Form Map.

C. Existing or planned public services and facilities;

The proposed changes to the Street Plan take into consideration planned public services and facilities.

D. Existing or planned roadways;

The proposals increase efficiency in the roadway network.

E. The natural environment, including air, water, noise, stormwater management, wildlife and vegetation;

The proposed changes to the street map are the result of analysis of these environmental factors.

F. Other policies of the Comprehensive Plan.

STAFF RECOMMENDATION:

Approval based on the above list of considerations for the Planning and Development Officer's review.

STAFF COORDINATOR:

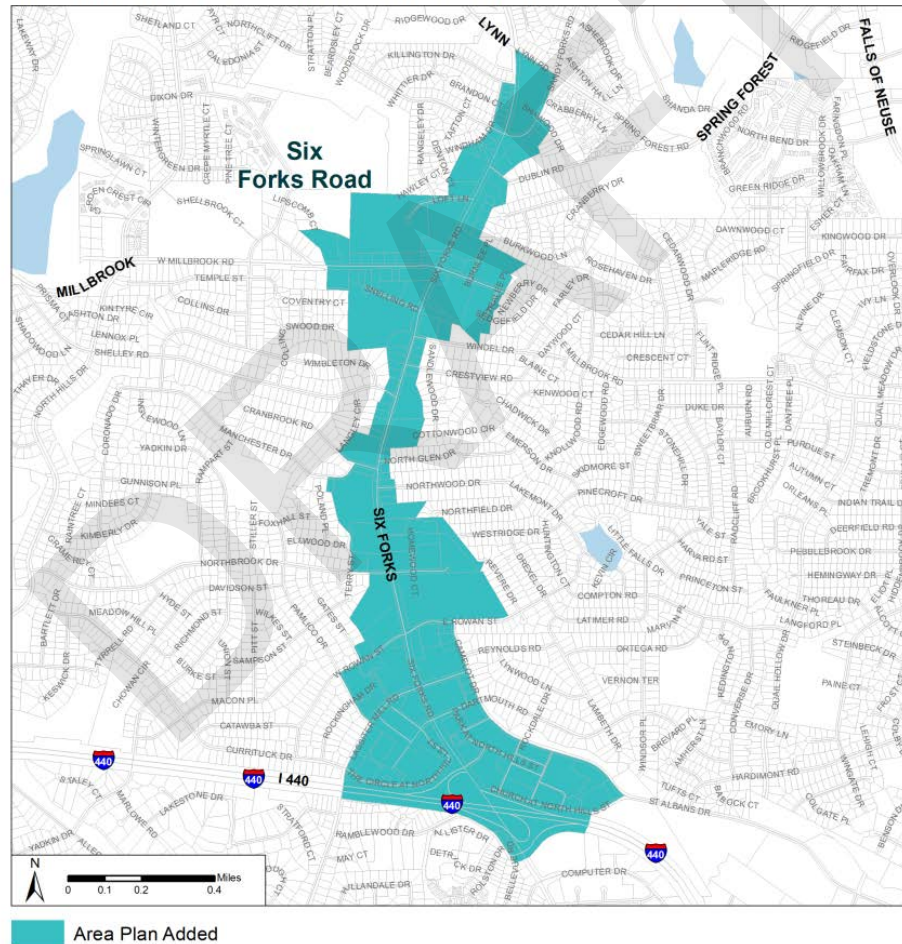
Carter Pettibone, carter.pettibone@raleighnc.gov, 919-996-4643

DRAFT

Map AP-1 Area Plan Locations Amendment

This is a city-initiated amendment to the Map AP-1 Area Plans Locations, a section within the 2030 Comprehensive Plan. The proposed amendment would add the corridor plan boundary of the new area plan AP-SF Six Forks Road Corridor to Map AP-1.

Amendment to AP-1: Area Plan Locations



Map created 9/28/2017 by the
City of Raleigh Department of City Planning

CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER'S REVIEW AND RECOMMENDATION:

The following list of considerations for the Planning and Development Officer's review and recommendations regarding a proposed Comprehensive Plan amendment are not all-inclusive. Review and recommendations of proposed Comprehensive Plan amendments may consider whether:

1. The proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact;

The proposed amendment ensures internal consistency and accuracy between all 2030 Comprehensive Plan maps.

2. The proposed amendment is in response to changes in state law;

n/a

3. The proposed amendment constitutes a substantial benefit to the City as a whole and is not solely for the good or benefit of a particular landowner or owners at a particular point in time;

n/a

4. The proposed amendment is consistent with other identified Plan policies and adopted area plans;

The proposed amendment is consistent with the following relevant Comprehensive Plan and area plan policies:

Policy IM 4.1 Area Planning Studies

Prepare area-specific planning studies for parts of the City where detailed direction or standards are needed to guide land use, economic development, transportation, urban design, and other future physical planning and public investment decisions. The focus should be on areas or corridors that offer opportunities for revitalization or new residential, commercial, and mixed-use development and redevelopment, areas with challenges or characteristics requiring place-specific planning actions and public interventions, and areas designated "special study area" on the Future Land Use Map.

Policy IM 4.2 Area Study Content and Intent

Ensure that area-specific planning studies take a form appropriate to the needs of the community and reflect citywide needs, as well as economic development policies and priorities, market conditions, implementation requirements, available staffing resources and time, and available funding. Such studies should address such topics as an existing conditions inventory, future land use recommendations, aesthetic and public space improvements, circulation improvements and transportation management, capital improvement requirements and financing strategies, the need for zoning changes or special zoning requirements, and other implementation techniques. If necessary, as a result of the findings of the area-specific plans, Comprehensive Plan amendments to the plan's text or maps should be introduced to ensure internal consistency for the areas involved.

5. The impact the proposed amendment has with regard to:

- A. Established property or proposed development in the vicinity of the proposed amendment;**
- B. Existing or future land use patterns;**
- C. Existing or planned public services and facilities;**
- D. Existing or planned roadways;**
The proposed Six Forks Road Corridor Study boundary, upon adoption, will provide area specific guidance including roadway and street connections that are recommended through the Six Forks Road Corridor study.
- E. The natural environment, including air, water, noise, stormwater management, wildlife and vegetation;**
- F. Other policies of the Comprehensive Plan.**

The proposed amendment has no impacts with regard to A-C, E and F.

STAFF RECOMMENDATION:

Approval based on the above list of considerations for the Planning and Development Officer's review.

STAFF COORDINATOR:

Carter Pettibone, AICP, carter.pettibone@raleighnc.gov, 919-996-4643



Staff Report – CP-5D-17

Comprehensive Plan Amendment

Area Plan AP-SF – Six Forks Road Corridor

This is a city-initiated amendment to the 2030 Comprehensive Plan to incorporate a new area plan. The proposed amendment would create a new area plan titled AP-SF Six Forks Road Corridor. The policies and actions presented in this section are intended to implement the recommendations of the Six Forks Road Corridor Study report. The complete corridor study document can be found on the City's website.

The new area plan section would read as follows:

AP-SF Six Forks Road Corridor

This area plan addresses the area shown in Map AP-SF-1. The plan area encompasses the Six Forks Road corridor, from the intersections of Six Forks Road and Lynn Road and Sandy Forks Road and Spring Forest Road south to the intersection of Six Forks Road and Ramblewood Drive. The width of the study area is typically from one parcel to one block deep, with the exception of a larger area around the Six Forks Road and Millbrook Road intersection. The study area was expanded in this location to encompass additional commercial and multi-family uses along Millbrook Road.

Six Forks Road is the heart of Raleigh's midtown. This corridor is home to churches, banks, schools and shopping with several established neighborhoods in close proximity. Anchored on south at the I-440 interchange by North Hills, a successful and growing mixed-use center that includes retail, restaurants, entertainment, offices and residential living and services as a destination for the entire city. Six Forks Road is also a major transportation corridor that connects I-440 and I-540 through midtown and north Raleigh.

The corridor performs a multitude of functions: as a thoroughfare, commercial corridor and neighborhood connector. It is used extensively by not only by the residential neighborhoods flanking the corridor, but by business and institutional patrons and various modes of traffic travelling a major north-south thoroughfare. It must function as a system, serving each of these players in different capacities.

The Six Forks Road Corridor Study identifies transportation and streetscape design options and strategies to improve the corridor at all scales, with a particular focus on how transportation and streetscape strategies impact placemaking, multi-modal accessibility, and economic development. The study takes into account previous studies and initiatives that impact the corridor, as well as the goals and priorities of the communities the corridor impacts

The policies presented in this section are intended to implement the recommendations of the Six Forks Road Corridor Study. The complete Area Study document can be found on the City's website.

Policy AP-SF-1 Six Forks Road Corridor

Reposition Six Forks Road as a "Complete Street" extending from Interstate-440 to Lynn Road that maintains six lanes for vehicle traffic divided by a landscaped median, establishes separated bicycle and pedestrian facilities, and accommodates vehicles, cyclists, pedestrians, and transit.

Policy AP-SF-2 Six Forks Road Streetscape Design

Incorporate streetscape improvements for Six Forks Road that use one of two design types developed as part of the Six Forks Road Corridor Study. The Urban Boulevard would be used in the vicinity of the North Hills development near I-440 and in the area surrounding the Millbrook Road intersection, while the Parkway Boulevard type is recommended for the areas between and north of Millbrook Road.

Policy AP-SF-3 Neighborhood Gateways

Establish neighborhood gateways along Six Forks Road at the entrances to adjacent residential neighborhoods that incorporate neighborhood identification signage, landscaping, public art, streetscape features, and curb extensions to shorten the distance for pedestrians to cross the streets intersecting with Six Forks Road.

Policy AP-SF-4 Environmental Sensitivity

Emphasize a commitment to environmental design in the corridor by integrating stormwater management techniques into the design of the streetscape at the sidewalk and in the median.

Policy AP-SF-5 Public Art

Incorporate public art into the streetscape design along the corridor, both with freestanding pieces and integration with streetscape elements and transit stops.

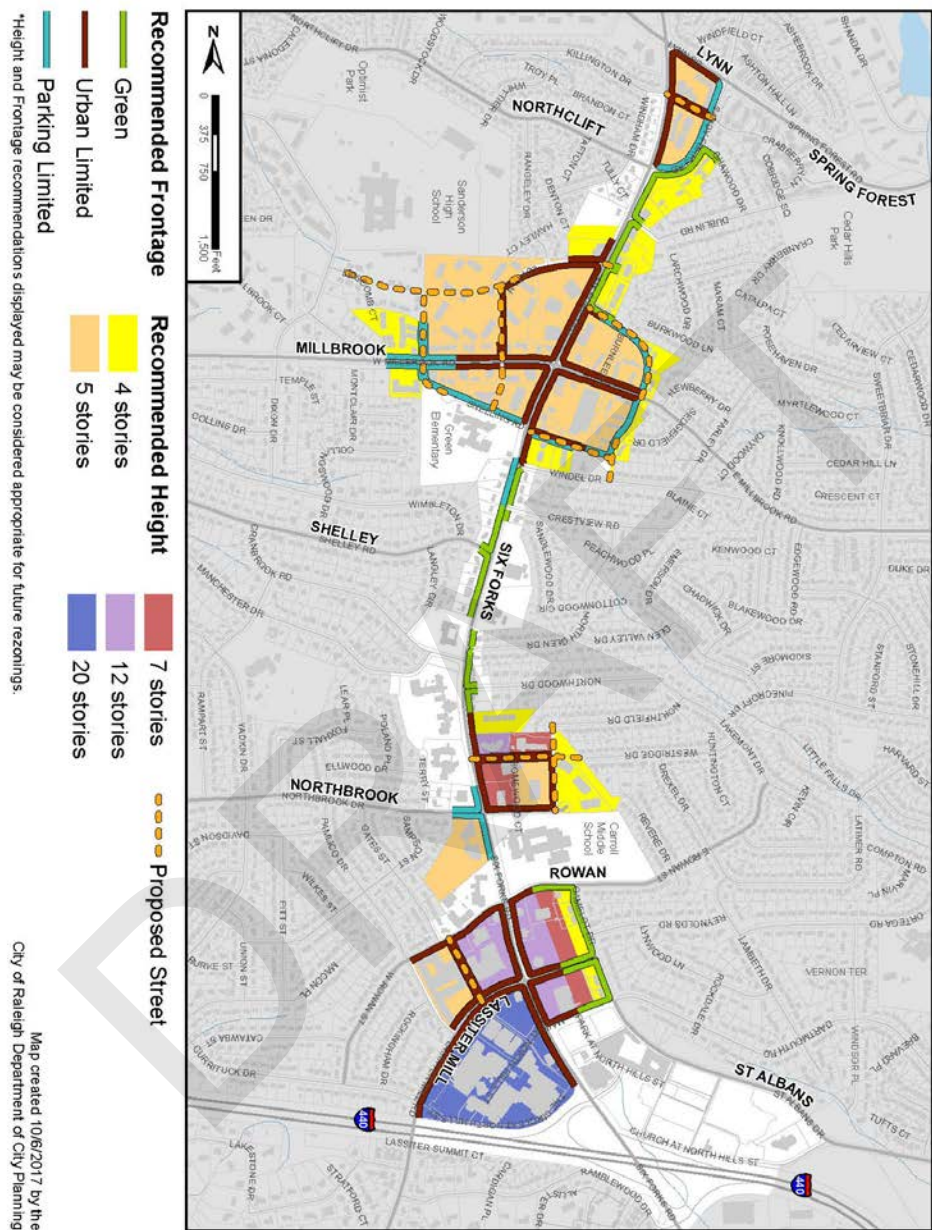
Policy AP-SF-6 Guide Future Zoning

Rezoning petitions should be evaluated for consistency with the frontage and height guidance illustrated on Map AP-SF 1.

Policy AP-SF-7 Future Street Connections

As redevelopment occurs within the corridor, secure new street connections as illustrated on Map AP-SF1.

AP-SF1: Six Forks Road



CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER'S REVIEW AND RECOMMENDATION:

The following list of considerations for the Planning and Development Officer's review and recommendations regarding a proposed Comprehensive Plan amendment are not all-inclusive. Review and recommendations of proposed Comprehensive Plan amendments may consider whether:

1. The proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact;

The proposed amendment reflects new planning performed for the Six Forks Road Corridor north of Interstate-440, a rapidly-evolving part of the city.

2. The proposed amendment is in response to changes in state law;

n/a

3. The proposed amendment constitutes a substantial benefit to the City as a whole and is not solely for the good or benefit of a particular landowner or owners at a particular point in time;

The amendment helps further the overall growth objectives of the Comprehensive Plan, including directing growth to designated growth centers and multi-modal corridors, orienting development towards proposed transit investments, and promoting sustainable development patterns.

4. The proposed amendment is consistent with other identified Plan policies and adopted area plans;

The proposed amendment is consistent with the following relevant Comprehensive Plan and area plan policies:

Policy IM 4.1 Area Planning Studies

Prepare area-specific planning studies for parts of the City where detailed direction or standards are needed to guide land use, economic development, transportation, urban design, and other future physical planning and public investment decisions. The focus should be on areas or corridors that offer opportunities for revitalization or new residential, commercial, and mixed-use development and redevelopment, areas with challenges or characteristics requiring place-specific planning actions and public interventions, and areas designated "special study area" on the Future Land Use Map.

Policy IM 4.2 Area Study Content and Intent

Ensure that area-specific planning studies take a form appropriate to the needs of the community and reflect citywide needs, as well as economic development policies and priorities, market conditions, implementation requirements, available staffing resources and time, and available funding. Such studies should address such topics as an existing conditions inventory, future land use recommendations, aesthetic and public space improvements, circulation improvements and transportation management, capital improvement requirements and financing strategies, the need for zoning changes or

special zoning requirements, and other implementation techniques. If necessary, as a result of the findings of the area-specific plans, Comprehensive Plan amendments to the plan's text or maps should be introduced to ensure internal consistency for the areas involved.

Policy LU 2.1 Placemaking

Development within Raleigh's jurisdiction should strive to create places, streets, and spaces that in aggregate meet the needs of people at all stages of life, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity, and maintain or improve local character.

Policy LU 2.2 Compact Development

New development and redevelopment should use a more compact land use pattern to support the efficient provision of public services, improve the performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and non-contiguous development.

Policy LU 2.5 Healthy Communities

New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access, and safety along roads near areas of employment, schools, libraries, and parks.

Policy LU 2.7 Future Studies in High Density Areas

As necessary, undertake detailed studies and plans for growth centers, mixed-use centers, and transit station areas (rail or bus transfer nodes) to identify areas appropriate for higher-density mixed-use development.

Policy LU 4.1 Coordinate Transportation Investments with Land Use

Ensure that transportation decisions, strategies, and investments are coordinated with and support the City's land use objectives.

Policy LU 4.2 Transportation in Support of Walkable Neighborhoods

Make the design and scale of transportation facilities compatible with planned land uses and with consideration for the character anticipated by this Comprehensive Plan for the surrounding neighborhood.

Policy LU 4.5 Connectivity

New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors.

Policy LU 4.6 Transit-Oriented Development

Promote transit-oriented development around planned transit stations through appropriate development regulation, education, station area planning, public-private partnerships, and regional cooperation.

Policy LU 4.7 Capitalizing on Transit Access

Sites within a half-mile of planned and proposed fixed guideway transit stations should be developed with intense residential and mixed-uses to take full advantage of and support the City and region's investment in transit infrastructure.

Policy LU 4.9 Corridor Development

Promote pedestrian-friendly and transit supportive development patterns along multi-modal corridors designated on the Growth Framework Map, and any corridor programmed for "transit intensive" investments such as reduced headways, consolidated stops, and bus priority lanes and signals.

Policy LU 6.1 Composition of Mixed-Use Centers

Mixed-use centers should be comprised of well-mixed and integrated developments that avoid segregated uses and have well planned public spaces that bring people together and provide opportunities for active living and interaction.

Policy LU 6.2 Complementary Uses and Urban Vitality

A complementary integration and mixture of land uses should be provided within all growth centers and mixed-use centers and developments to maintain the City's livability, manage future growth, and provide walkable and transit accessible destinations. Areas designated for mixed-use development in the Comprehensive Plan should be zoned consistent with this policy.

Policy LU 6.3 Mixed-Use and Multi-Modal Transportation

Promote the development of mixed-use activity centers with multi-modal transportation connections to provide convenient and accessible residential and employment areas.

Policy LU 7.1 Encouraging Nodal Development

Discourage auto-oriented commercial "strip" development and instead encourage pedestrian-oriented "nodes" of commercial development at key locations along major corridors. Zoning and design standards should ensure that the height, mass, and scale of development within nodes respects the integrity and character of surrounding residential areas and does not unreasonably impact them.

Policy LU 7.4 Scale and Design of New Commercial Uses

New uses within commercial districts should be developed at a height, mass, scale, and design that is appropriate and compatible with surrounding areas.

Policy LU 7.6 Pedestrian-Friendly Development

New commercial developments and redeveloped commercial areas should be pedestrian-friendly.

Policy LU 8.3 Conserving, Enhancing, and Revitalizing Neighborhoods

Recognize the importance of balancing the need to increase the housing supply and expand neighborhood commerce with the parallel need to protect neighborhood character, preserve historic resources, and restore the environment.

Policy LU 10.1 Mixed-Use Retail

Encourage new retail development in mixed use developments.

Policy LU 10.6 Retail Nodes

Retail uses should concentrate in mixed use centers and should not spread along major streets in a linear "strip" pattern unless ancillary to office or high-density residential use.

Policy T 1.3 Multi-modal Transportation Design

Offer residents safe and attractive choices among modes including pedestrian walkways, bikeways, public transportation, roadways, railways, and aviation. The street patterns of newly developed areas should provide multi-modal transportation alternatives for access to and circulation between adjacent neighborhoods, parks, shopping centers, and employment areas.

Policy T 1.4 Increasing Mobility Choice

Diversify the mobility choices for work trips by targeting transit investments along corridors that connect concentrations of office, retail, and residential uses.

Policy T 2.6 Preserving the Grid

Existing street grid networks should be preserved and extended where feasible and appropriate to increase overall connectivity.

Policy T 2.17 Bridge Improvements

Coordinate with NCDOT for bridge monitoring, maintenance, and rehabilitation. Bridge improvements should be considered when roadway investments are being pursued.

Policy T 3.1 Complete Street Implementation

For all street projects and improvements affecting the public right-of way, consider and incorporate Complete Street principles and design standards that provide mobility for all types of transportation modes (pedestrian, bicycle, auto, transit, freight) and support mutually-reinforcing land use and transportation decisions. Work with NCDOT to implement these design standards for state maintained roads within the City's jurisdiction.

Policy T 4.1 Promoting Transit

Promote and support quality transit services to enhance mobility options and to meet the needs of the City's residents and visitors, with a focus on transit-dependent households.

Policy T 4.3 Fixed Guideway Priorities

Prioritize fixed-guideway transit investments in corridors with the greatest potential to attract riders and shape development and redevelopment.

Policy T 5.1 Enhancing Bike/Pedestrian Circulation

Enhance pedestrian and bicycle circulation, access, and safety along corridors, downtown,

in activity and employment centers, at densely developed areas and transit stations, and near schools, libraries, and parks.

Policy T 5.3 Bicycle and Pedestrian Mobility

Maintain and construct safe and convenient pedestrian and bicycle facilities that are universally accessible, adequately illuminated, and properly designed to reduce conflicts among motor vehicles, bicycles, and pedestrians.

5. The impact the proposed amendment has with regard to:

- A. Established property or proposed development in the vicinity of the proposed amendment;**
- B. Existing or future land use patterns;**
- C. Existing or planned public services and facilities;**
- D. Existing or planned roadways;**
- E. The natural environment, including air, water, noise, stormwater management, wildlife and vegetation;**
- F. Other policies of the Comprehensive Plan.**

Policy LU 4.5 Connectivity

New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors.

Policy T 2.3 Eliminating Gaps

Eliminate “gaps” in the roadway system and provide a higher roadway grid density that will increase mobility options and promote the accessibility of nearby land uses.

Policy T 2.6 Preserving the Grid

Existing street grid networks should be preserved and extended where feasible and appropriate to increase overall connectivity.

STAFF RECOMMENDATION:

Approval based on the above list of considerations for the Planning and Development Officer's review.

STAFF COORDINATOR:

Carter Pettibone, carter.pettibone@raleighnc.gov, 919-996-4643